

## Applications of genetic algorithms on fully-autonomous road networks



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November 10, 2020

## My Topic

- ▶ Semi-autonomous vehicles are becoming more prevalent
- ▶ Roads are becoming more congested with a 78% increase in motor traffic since 1993 [3]
- ▶ Fully autonomous vehicle trials have been legal in parts of the US since 2015[1], with the UK set to follow by next year (2021)[7]
- ▶ Much of the current research into autonomous vehicle routing focuses on environments where human drivers are still present
- ▶ By removing the human element and working on theoretical *fully autonomous road networks* we can make many useful assumptions about the behaviour of other vehicles
- ▶ The solution to road congestion is not to build bigger roads, it is to optimise the traffic flows.
- ▶ Just 78.2% of journeys on the UK Highway Agencies roads were *on time* in the year ending June 2014 [6]

- I am choosing to focus on the applications of Genetic Algorithms on Theoretical Fully autonomous road networks, with a view to extend into the possible applications of quantum computers on the field in the future.
- I feel the advent of fully autonomous road networks is a logical next step in making roads safer and more efficient through the use of technology.
- Fully autonomous driving trials have been legal in parts of the states for years with the UK following soon.
- Most research and all currently implemented systems focus on semi-autonomous environments whereby self-driving vehicles and humans co-exist on shared roads.
- I propose it is both safer, easier and more efficient to implement, fully autonomous road networks where humans are not able to operate their vehicles.
- In such a system, sensor data would be shared between all vehicles near instantaneously allowing for much faster and less-selfish route planning, leading to net decreases in travel time.

- ▶ Huge undertaking to overhaul the existing motorway network even with a relatively small network such as that of the UK
- ▶ Such a system would require a government mandate projecting decades into the future
  - ▶ e.g. All vehicles produced by 2035 will need to adhere to a universal routing standard.
  - ▶ All car manufacturers would need to have the ability to produce fully autonomous vehicles & have a standard sensor array.
- ▶ Other problems that would need to be addressed include:
  - ▶ Integrating priority-based routing to allow for emergency services to have a higher preference when routing vehicles

- ▶ From a technical perspective, there are many things that need to be implemented to make such a system possible.
  - ▶ The encoding of routes into a real-valued string of genes
  - ▶ The decoding of a real-valued string of genes to a route which a vehicle can take
  - ▶ The implementation of a function to determine the fitness of an individual route.
  - ▶ Implementation of genetic operators: Selection, crossover and mutation.
  - ▶ Cleanup operators to make certain any new individuals are valid

# Literature Review

I am currently intending to pursue my research assuming the absence of classical speed lanes as described by Kala and Warwick in [5].

I have chosen to focus on the applications of Genetic Algorithms on the field for 3 reasons:

1. It is a class of optimisation algorithms that I find particularly interesting
2. GAs are *probabilistically optimal and complete*, i.e given infinite time, they will always produce the global optimal solution if such a solution exists[5]
3. It is a class of algorithm that has seen relatively minimal research in my specific sub-area

- As previously mentioned most current research into Genetic Algorithm (GA) applications within the vehicle industry has a very broad scope.
- Designing possible solutions that would fit into the current road networks easily.
- I am intending to focus on a much more aspirational system, specifically looking at theoretical autonomous Motorways.
- This enables me to overhaul the current road layout which was designed to aid human drivers not the overall efficiency of the system.

I have chosen to focus on GAs as opposed to other possible AI veins for a few reasons.

- One personal reason is that I find them particularly interesting.
- One more concrete reason is that they have the very useful property of being both probabilistically optimal and probabilistically complete. Meaning that given infinite time they not only will find a solution but they will find **the** optimal solution.
- And finally they have seen relatively minimal research in the field of vehicle planning with the limelight being taken by technologies such as Deep Learning or Reinforcement Learning

- ▶ Other approaches involve *black box approaches*, such as the use of Reinforcement and deep inverse reinforcement learning by You et al.[8]
- ▶ The downside of such an approach is that it is very difficult to reason and predict the actions of the system with a high degree of certainty. The ability to assure safety of such a critical system is very important and so GAs offer a much more predictable result
- ▶ Kala and Warwick [5] proposed a system of two coordinate systems to safely represent points on the road within Cartesian space.
- ▶ In a book by Kala [4] he proposes GAs optimise Bézier curves representing the movement arc of a vehicle

- A many of the technologies being researched with regards to vehicular planning suffer from the same problem from my point of view, they are *black box approaches* meaning given a model, it is very difficult, if not impossible, to reason about and predict the decisions it makes. Such systems could end up making decisions based on imperfections in the training set. Such issues will make these systems less dependable and make people less likely to put their faith in them.
- In a paper from 2013, Kala and Warwick proposed a method of representing roads as a set of boundary functions in Cartesian space. All points on the road are defined using these functions as a new basis, this seems to be a good approach as it eliminates the possibility of plotting routes outside of the road space.
- in a book by Kala published in 2016, 3 years after his initial paper on autonomous planning, he talks about the possibility of planning using GAs to optimise Bézier curves. Each curve is determined by  $n$  control points allowing for complex motions to be abstracted to a single objective function.

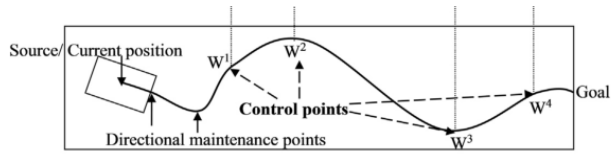


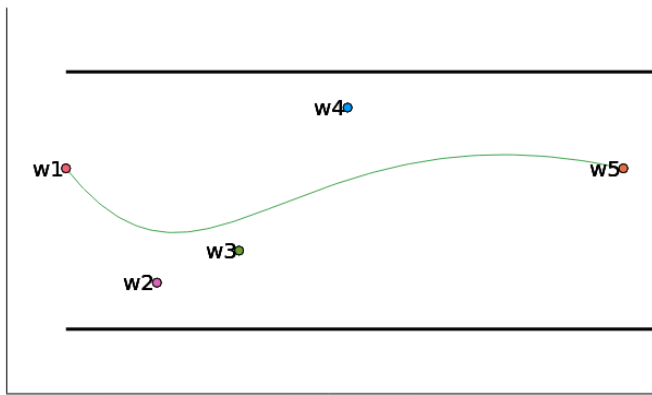
Figure: Bézier curves for route representation from Kala [4]

- ▶ A Bézier curve with  $n$  control points is said to have a *degree* of  $n - 1$  (initial point is called  $P_0$  and is not counted in degree)
- ▶ A Bézier with a degree of 1 is a straight line between the two control points (the start and end point)
- ▶ Further control points *bend* the line into a curve.
- ▶ The curve does not necessarily pass through all intermediate control points but it is determined by them.
- ▶ Bézier curves are smooth  $\implies$  good for representing vehicle routes
- ▶ Trivially, they are also continuous so will represent an entire route from  $A \rightarrow B$

- here you can see a possible implementation as described by Kala in his book.
- A Bézier curve is said to have a degree of  $n - 1$  where  $n$  is the number of control points including the start and end points
- You can see the control points determine the shape of the curve and allow the individual to avoid obstacles between two graph nodes.
- Bézier curves encapsulate vehicle routes well as they are continuous. They can also be smooth when drawn with enough granularity. As they are defined as a parametric curve the resolution of the parameter  $t$  is the determining factor to their smoothness.

- ▶ By their definition, Bézier curves are parametric. This lends themselves nicely to an parametric optimisation techniques such as GAs.
- ▶ We can represent the control points as genes in the genome of each candidate.
- ▶ We can represent a curve's fitness as its length within feasible space.





**Figure:** Example of Bézier curve of degree 4 in road coordinate space, my implementation

# Methods

I have started by reading and collating papers, books and articles surrounding GAs and their applications on routing problems. I have found substantial research into GAs but only a few papers on my sub-area, mainly by Rahul Kala from the Indian Institute of Information Technology.

I have begun implementing various utility functions and types in Julia[2], including:

- ▶ Bézier curve functions
- ▶ Road, Individual, Phenotype and Genotype types
- ▶ Plotting utilities for Roads and candidate solutions
- ▶ Population initialisation functions

Still to implement:

- ▶ Genetic operators
- ▶ Cooperative route planning wrapper

Once a basic GA has been implemented, the stage of variable and operator refinement can begin.

Here I will tweak variable values as well as implement and test various genetic operators, such as different forms of crossover

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